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Fluid Extract of Indian Bael (prepared from the unripe fruit of the *Ægle Marmelos*).  
Of great service in Diarrhœa and Chronic Dysentery. Per bottle, \$1.

Dietetic Bael.—A highly agreeable and nutritive diet, particularly recommended in derangement of the digestive organs, looseness, and irritation of the bowels.  
This preparation has been in use in India for thirty years, and is there regarded as a specific in Diarrhœa and Dysentery. Per tin, \$1.

**DAKIN BROS. OF CHINA, LIMITED.**

(Telephone No. 60.)  
Nos. 23 & 24, QUEEN'S ROAD CENTRAL,  
Hongkong, 1st September, 1890.

**A. S. WATSON & CO., LD.**

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED  
WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

**LARGE BOMBAY**

**"SODAS"**

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

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Whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for packages and Emplies when received in good order.

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Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG," and all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATERS

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GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

**A. S. WATSON & CO., LIMITED,**  
Hongkong, China, and Manila.

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It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO SUBSCRIBERS.

Subscribers to the Hongkong Telegraph are respectfully reminded that all Subscriptions are payable in advance.

TO ADVERTISERS.

Advertisements are required to forward all notices intended for insertion in this paper by 10 o'clock on the day before the day of publication, and to be sent to "The Editor," and not to individual members of the staff.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application. The Hongkong Telegraph's number at the Telephone Central Exchange is No. 7.

DEATHS.

At No. 5, Ewo Terrace, Shanghai, on the 25th September, MARGARET MONTGOMERY, the beloved wife of Vyvyan D.O. Wintle.

At Shanghai, on the 24th September, HENRY COOPER, aged 52 years.

**The Hongkong Telegraph**

HONGKONG, TUESDAY, SEPTEMBER 30, 1890.

**TELEGRAMS.**

**BETROTHAL OF PRINCESS MARIA.**

LONDON, September 27th.

The Princess Maria, second daughter of King George of Greece, is betrothed to the Grand Duke Nicolas.

After this the delight. The man who manages Reuters' telegrams in London must be a thick-headed ass of the first magnitude.—*Ed.*

## ANOTHER TYPHOON.

The Spanish Acting Consul kindly forwards the following telegram, received from Manila this morning:—"A typhoon is announced from Manila. Coming up from S.W. it will pass West, cross the island of Luzon in a W.N.W. direction, the estimated velocity being 7 miles an hour. It is very extensive but weak, and probably may acquire greater intensity on entering the China Sea."

Dr. Doberck, in this morning's weather report, says:—"At 4 p.m. on the 29th the following telegram was issued: 'A hard northerly gale is raging in Bolinao.' At 10 a.m. directions to halt the red cone pointing downwards, and at 10.30 a.m.: 'The centre of the typhoon has entered the China Sea near Bolinao and appears to move westwards.' It is possible that there is another typhoon to the East of Formosa moving northwards."

## LOCAL AND GENERAL.

The silk ex steamship *Suzette* was delivered in New York on the 26th inst.

After to-morrow the night steamers for Canton will leave at 5.30 instead of 6 p.m.

THE O. & O. steamer *Oceanic*, with the American mail, was coming into harbor shortly before we went to press.

"MY SWEETHEART" will be repeated at the Theatre Royal, City Hall, this evening by Miss Gracie's Plaiated's company.

MESSRS. Lane, Crawford & Co. are first in the field with their Letts' diaries and almanacs for 1891. The No. 8, sent us, is a *volume* for all classes.

AN Emergency meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zeland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE Band of the Argyll and Sutherland Highlanders will play the following programme at the Officers' Mess, this evening, commencing at 8 o'clock:—

First March, "The Volunteer" (Wagner).  
Selection, "The Volunteer" (Wagner).  
Selection, "The Volunteer" (Wagner).  
Selection, "The Volunteer" (Wagner).  
Selection, "The Volunteer" (Wagner).

THE Directors of the Hongkong Marine Ld. have exercised wise discretion in causing their floating hotel to be towed away from Wanchi Bay to a safe and healthful anchorage near where it formerly was. What an earth-possessed the "powers that be" in the floating hotel concern to moor their ship in the vicinity of Wanchi is an affair which they will probably have an opportunity of explaining at the next general meeting of anxious shareholders.

It may interest Western readers to know that John Chinaman takes kindly to cycling. Yesterday evening a middle-aged Celestial, with the end of his queue tucked into his belt, whizzed along Queen's Road Central on a wooden-wheeled tricycle of the "bone-shaker" type. His erratic steering caused many a narrow shave with rickshaws, and at times he had the faraway "yarning" look that we have seen on the face of the Western wheelman when he would like to get off and walk.

A NEW literary venture—or rather a resuscitated one—has recently been started in Hongkong. The *Japan Review*, published at Kobe, in the form of a newspaper with the title of *Revue de Japon*. The main idea is to combine the features of a newspaper with those of a magazine, and in so doing, having the larger clientele of both English and French readers, it should be a success. Two very fair photographs embellish the pages, and the get-up is extremely creditable.

ACCORDING to a Shanghai contemporary, it is rumored that Mr. Olaforsen, the Russian Consul-General at San Francisco—whom many people in the East will remember as having been Consul for Russia at Nagasaki—who is now on leave at St. Petersburg, is designated as Consul-General for Russia at Shanghai. The new Russian Minister to Peking, H.E. Count Cassini, who is a personal friend of the Don, is expected in Shanghai next month. H.E. Don Luis del Castillo Figueroa, at present Spanish Minister to Tokio, is probably to be transferred to Peking in the same capacity.

No less than fifty-two Celestials were fined at the Police Court to-day, in sums ranging from twenty-five cents to ten Mexican dollars, for blowing away with crackers in the streets and by-ways of our "Island home" during the past two evenings. Their excuse for carrying on such senseless joss-pidgin was that they did it before on the occasion of the Great Autumn Festival, and were not summoned, so presumed that it was assented to. The magistrate, Mr. Wise, reminded them that special permission to fire off crackers was necessary in the interests of the general weal of the community, and that if "up" again for the same offence they would be heavily fined.

THE gold district of Shantung, says a native paper, is situated about twenty miles east of Chefoo, in Ning-hai-chow, which is called Ching-ni-shan, and about 15 miles from Ninghai city. The hill where gold is found averages from 100 to 200 or 300 feet in height. The vein is reported by the surveyor to be about 30 or 40 ft long, and from 30 and 40 to 70 and 80 feet wide. It is only 70 ft from the sea coast which is accessible to steamers. This region has been thoroughly surveyed by the mining engineers of several countries, and all their reports are unanimously favourable. A company with a capital of \$1,000,000 has obtained a grant from the Government to work it, and an experienced mining engineer will arrive here with the necessary machinery in November, and begin operations at once.

THE other day the divers who were searching the wreck of the *Japanese*, which was lost off the coast of Japan, discovered about 10,000 taels of opium hidden away in a fresh water tank. The captain, so the native papers say, has stated that he shipped the drug secretly from India. The *Japan Gazette* hears that the *Japanese* had been remaining at Hongkong, and that the opium was intended for British Columbia. The Custom House officials were put on the scent by the Kencho people who received information from the U. S. Consul here that the captain of the *Japanese* was a grant from the Government to work it, and an experienced mining engineer will arrive here with the necessary machinery in November, and begin operations at once.

PRESS of matter last evening alone prevented us from tendering the thanks of the public to Col. Chater and the officers of the gallant 91st, for permitting their musicians to discourse moonlight music on Saturday evening, in the Gardens. The function was highly popular, and if the bowd boys can only be inveigled into repeating the offence, why—

MR. GRIFITH, of the Public Works Department, is still running contractors to earth, who allow their coolies to dump rubbish over the Praya wall and thereby choke the mouth of a big sewer that discharges itself near the New Oriental Bank's premises. He had another coolie up before the magistrate at the Police Court this morning, when the case was remanded pending the service of a summons on the prisoner's employer.

ACCORDING to the *Chinese Times*, the abducting Krips was very nearly arrested in Chemulpo by the Chinese Consul. He was dressed in Chinese clothes and was on the point of embarking on a sailing ship for Japan. He was examined at the Austro-Hungarian Consulate at Shanghai last Tuesday, but the proceedings were not public. He occupies a cell at the Hongkong station, but there is a policeman on duty in front of the door which is open in the daytime. He is supplied with books and writing materials, and has been attended by a Japanese doctor.

SHYLOCK's pound of flesh has a modern parallel in an ounce of bones. A certain householder in Nakacho, Hatchobori, Tokyo, says the *Yomiuri Shimbun*, gave lodging to a *Shirikishi* drawer, a native of Shimosa in Chiba Prefecture, who recently died of cholera. The corpse, according to regulation, was cremated at Sunamuro, and the bones, having been collected, were handed over to his relatives. Thereupon the man's landlord stepped in and preferring a claim against the deceased for money lent, demanded that the bones should be transferred to him as security until the debt was repaid. The demand was complied with, and the relatives are now said to be considerably perturbed about the matter, but truly we think that they might do worse than leave the creditor in quiet possession of his osseous security.

THE aspirations of the native youth in the Philippines to go to Europe to be educated are not fostered to any extent by the *fraternal* priest-ridden government. About a month ago an edict went forth that no more passports to leave the colony would be issued to natives, so that virtually they are imprisoned in the Archipelago. We are informed—that the report finds no confirmation—that a young man belonging to a wealthy family left Manila as a servant to a friendly Spaniard by the mail, early this month, in order to evade the restriction, and that when on the way to Singapore, being taunted by three Spaniards, he killed two of them with a knife, and was then knocked down and shot by the captain. The story may not be true, but it is not improbable. An eloquent writer, in a recent number of the Madrid democratic journal *La Solidaridad*, pretty well weighed the authorities up when he wrote that the policy they were pursuing was bound to result in terrible consequences. "The natives," he added, "loathe the despoticism of the officials, who seem to have hoisted a clerical coat as their black flag. The brute force of Spain may yet try to suppress the *revolucion* which is growing in the Philippines, but what use will anything short of extermination be? Principles do not die with those who hold them. The youth who are the hope of the colony in the future may be persecuted, but the yearning for liberty, for emancipation from the clerical thrall, is extending, and will yet make itself felt."

A YOKOHAMA contemporary states that Dr. Benjamin Howard, of London, is lying in Hakodate, with two ribs broken and other injuries received during a terrible voyage on the Japanese schooner *Toyama Maru*, from the Okhotsk Sea to that port. Dr. Howard has been examining the management of the hospital and prisons in Siberia and Sakhalin. After spending some weeks as guest of the Governor at Korakofski, he left there on the Japanese brig *Koin Maru* for Hakodate. At midnight of the 23rd ult., in one of the most furious storms ever known in that region, the *Koin Maru* was driven upon a sunken reef, and all hands had to lash themselves or take to the rigging. The vessel went to pieces, and became a total loss; but by means of a rope secured on the shore end by some fishermen, all hands were eventually saved. The proprietor of the *Koin Maru*, Mr. Captain, and Dr. Howard, with some of the sailors, put to sea in a flat boat with masting for sails, and about 70 miles distant were taken on board the schooner *Toyama Maru*. This vessel, with another schooner the *Nanno Maru*, went to the relief of the survivors and thence sailed for Hakodate. The weather became so violent, however, that the *Toyama Maru*, after a severe struggle, reached here only by means of extemporized sails, her two masts being broken. The other schooner accompanying the *Nanno Maru* was for eight days not heard of. Dr. Howard, although quite disabled, put in time to recover without difficulty, but apart from his actual injuries he is very much shaken. When sufficiently recovered to travel he expects to return to Tokyo, and via America to London.

THUS the Sydney *Bulletin*—That more or less eminent personage, the Earl of Jersey, who is shortly to be shipped out as Governor of New South Wales, has aroused the enthusiasm of the "Liberal" *Daily News*, which states that "his lineage ought to be sufficient to satisfy the most exacting colony." We presume that Jersey's "lineage" simply means his ancestors, and, however good they may have been when they were alive, they are not so easily to be got as they are dead. Besides, unless they are going to dig up and shipped, out here what in thunder have they got to do with the case, and why should N.S. Wales be satisfied with them? It doesn't want to take satisfaction out of anybody's dead relatives, and it can't reasonably wish anybody's ancestor after he is gone. And if Jersey's progenitors were first-class people it is so much the more likely that they used up all the brains in the family, for intellect seldom lasts out two consecutive generations; and if they were an idiotic lot it is quite likely that Jersey is of the same stamp for brains are not infectious and the other thing certainly is. The only reasonable interpretation which we can put on the *News*' theory that New South Wales is to be satisfied with Jersey's lineage rather than with Jersey himself, is that the dead ancestors are a better property than their live descendant, but whether this means that they are bearing up manfully against their decadence, or that such a family is incapable of making a favourable impression when it is alive, we are unable to say. Possibly the reason is that the new Governor will feel glad that there isn't any more of him in the family, and will be satisfied to hear that the others are extinct, but anyhow there is very little satisfaction in the paragraph no matter what view you take of it, and when you take six different views there is no satisfaction at all.

It has been decided to hold a Gymkhana Meeting under the auspices of the Polo Club, and by permission of the Stewards of the Hongkong Jockey Club, on Saturday the 29th November.

A COOLIE who was carrying off a pound of two of sugar, up his sleeve, from Messrs. Butterfield & Swire's sugar refinery at East Point yesterday, made his appearance before Mr. Wise at the Police Court this morning. The prisoner admitted having a sweet tooth and was jailed for a week with hard labour.

THE N. C. *Daily News* received the following from a nautical correspondent:—

"The following puzzling notification was received from a ship's steward the other day:—

"DEAR SIR,—I am very sorry to say you I be order the man him not send Squash me this time I will not forget next trip

& O much oblige

Yours truly

It was only by a personal interview with the inspired celestial that we obtained the following translation:—

"I am very sorry to say I ordered the *ham* but it was not forwarded. Excuse me this time, etc."

THE U. S.S. *Suvarna* left Yokohama on the 19th inst. under urgent telegraphic instructions from Admiral Bellhop, of the U.S.S. *Alliance*, now in Yokohama, under orders to proceed to the Caroline Islands in consequence of trouble having arisen there between the Roman Catholic and Protestant converts. Owing, however, to three or four of her officers having been granted sick leave, she will make up her complement from the *Alliance*. It is somewhat extraordinary that a vessel attached to the Asiatic station should have to proceed on the lengthy voyage the *Alliance* now has before her. Owing to the absence of coal in the Carolines, the vessel will proceed under sail the whole way, rescuing her bunkers, which have been filled to their utmost capacity in Yokohama, for use on the way back, when the prevailing winds will be more or less adverse. The nearest coaling place is stated to be Brisbane. Under ordinary circumstances the *Suvarna* would have remained here until Yokohama was declared an uninfected port, when she was to have proceeded there to get a new shaft.

THE Legislative Council, after adjourning on the 21st July "for the hot weather," will resume its sittings on Monday next. There will be no less than seven Bills introduced, as shown by the following agenda:—

First reading of a Bill entitled "An Ordinance to amend Ordinance No. 15 of 1873, entitled The Dangerous Goods Ordinance, 1873."

First reading of a Bill entitled "An Ordinance to amend Ordinance No. 15 of 1888 entitled The Rating Ordinance, 1888."

First reading of a Bill entitled "An Ordinance to repeal Ordinance No. 20 of 1888 and to amend Ordinance No. 15 of 1886 entitled The Peace Preservation Ordinance, 1886."

First reading of a Bill entitled "An Ordinance to amend The Police Force Consolidation Ordinance, 1887."

First reading of a Bill entitled "An Ordinance to provide for and regulate the Pension Fund for widows and children of Public Officers of the Colony."

First reading of a Bill entitled "The Squatters Ordinance, 1890."

First reading of a Bill entitled "An Ordinance to give further Powers to Companies with respect to the Alteration of their Memoranda of Association."

COMMENTING on the reported loan of \$1,300,000 to the Chinese government at 5 per cent, by a German syndicate at Peking, the *N. C. Daily News* says:—As it stands to reason that the paltry interest mentioned is totally inadequate to remunerate the lenders under such circumstances, it is obvious the *El Dorado* is to be looked for elsewhere; and the only possible direction in which to look is indicated in the clause which stipulates that the loan shall carry with it the exclusive privilege of supplying certain quantity of railway materials. If it is to the profit to be drawn from this contract that the Germans trust in order to insure themselves against the risks of loss we have enumerated, and to secure a satisfactory return on the capital they are about to invest, we are sorry for the railway. Nothing, however, can be said to be absolutely settled as yet.

Whilst, from the information before us, there is reason to believe that a preliminary agreement in connection with the loan has been actually signed, we do not still mean to utter a word of detail to be arranged. If the attention of the Imperial Censor is attracted in time to the proposals now under consideration the well-known adage that "there is many a slip 'twixt the cup and the lip" may yet be verified, and the whole edifice so carefully and perseveringly reared collapse after all. And in the event of such a catastrophe, we are by no means sure that either party would have any genuine claims to condolence.

PARTICULARS of terrible encounters on the deck of two trading vessels have been received from Sydney. The vessels place the *bêche-de-mer* fishing and trading schooners *Andie* and *Alia* on operations.

The *Andie* was on operations at Thursday Island with several wounded men including Charles Burston and Daniel Maynard. The latter was in such a terrible state that it was said he could not recover. The vessel was engaged on her station, when she was surreptitiously boarded by a number of natives. Maynard was lying down at the time when he was struck with a tomahawk across the right eye. The blow was terrific, and Maynard cried for assistance. In endeavouring to get clear of his assailants he fell overboard. His wife, a native woman, jumped in after him, and saved his life. Burston hearing the cry, put his head out of the scuttle-hole when a shower of spears was rained on him. Three stuck in his head and face, and before he could draw his head in again another spear struck him in the neck. He had to break the handle of a fish spear before he could get his head through the scuttle. He then got his repeating rifle and cleared the deck. The crew of the *Alia* then set sail for the station, and was in time to frustrate the natives from plundering it. After this Burston set sail for Thursday Island, Maynard being in a very serious state. They arrived at Thursday Island and reported the matter. Maynard was put under medical care but was not expected to survive. The spear was not taken out of Burston's neck until he arrived at Thursday Island. They thought that two others of the crew named Pitt and Weir and been massacred by the natives, but Pitt himself in the *Andie* soon afterwards arrived at Thursday Island. Pitt had been to the light-house when the natives stole his life. He howl when he reached the *Andie* with a boat from the natives. On board he found traces of a terrible conflict, the decks being covered with blood, human teeth, and hair. Weir was nowhere to be seen, but Pitt found out afterwards that he had been killed and thrown overboard. Pitt then set sail for Thursday Island, where he arrived

\$500 bail was estreated at the Police Court this morning, by order of Mr. A. G. Wise, owing to the fact that the backer of a man arrested by Detective Sergeant Hadden two days ago for being in possession of some half dozen pieces of silk for which, when accosted by a public thoroughfare, he could not account satisfactorily, did not cause his man to turn up to-day. Neither the "balled-out" thief nor his security man answered to the "call" this morning at the Hall of Justice; hence, the forfeiture. The silk has not yet been claimed, so the "who man blong?" part of the business is still an open question.

A SOOCHOW correspondent of the *N. C. Daily News* tells the following characteristic story:—Not long ago four young men, sons of men in high places, went in a boat to some point outside the city. When they came back, about ten o'clock at night, they found the water gate shut, and the guard refused to open it. Two hundred copper cash would have been of more weight than the names of their fathers, on which they relied, but the young men were rude and insolent. When they saw that the guard stood upon his orders to close the gate at nine o'clock, and could not be brow-beaten, they abused him and even struck him, and passing on foot through the land gate went to their homes in the city. The guard went next day and told the whole case to a provincial judge. This officer bade the magistrate look into the matter and punish the young men. He said "I am afraid to do it."

The judge then told the city prefect to take up the case. He sent for the young men. They came at once in sedan chairs to call upon the prefect. One, however, the son of a provincial literary chancellor, said, "I am hurt and cannot leave home." When the three young men came before the prefect, he merely told them that he would settle the matter with the judge and they retired. He then reported to the judge that he had arrested the guilty men and had given each forty blows on the hand. The judge said no more about the young men, but the poor boatman was seized and beaten and his boat was seen in two. This is a fair specimen of the way in which the literary class treat the people and even the officials. A magistrate, ruling a million of people, one third of the city and adjacent country, is afraid to touch the sons of high officers: and the head of the Soochow prefecture, who rules one of the eleven grand divisions of Kiangsu province, is forced by fear to do rank injustice. It is hard to say which is worse, his clinging to the young men or his cruelty to the boatman. These officers are not specially bad men. They may safely be taken as representatives of the official class. What ever citizens of Western nations living in Japan may do in the matter of putting themselves under the jurisdiction of native rulers, sojourners in China, who know what the Chinese officials are, will never willingly come under their control.

A NOTORIOUS thief in Tungchow—a regular Robert Macaire—was in habit of levying forced loans from his wealthy neighbours, and of taking vigorous measures to punish whoever had the temerity to refuse his applications, when a fitting opportunity presented itself. It was a well-known fact that anyone who refused to advance this thief money when he asked for it always in the end lost more than the amount he first asked for; the fellow invariably managed to steal whatever he liked from the most carefully guarded shop, and the cunning and adroitness he displayed in carrying out his little peculations were a standing source of amusement to those who did not suffer by them. The strangest part of the whole thing, however, was the fact that while nobody ever doubted he was the party responsible for a great many very daring robberies, yet it has never been hitherto possible to bring any of the charges home to him. Sometime ago he went to a Chinese Bank and wanted to borrow \$1,200, which was promptly refused. He thereupon boldly told the Bank people that since they had denied him such a modest sum, he would before long possess himself of the \$1,200 and more, without their consent. The Bank people being thus warned thought they could not safely set the thief at defiance, and told him to attempt whatever he liked, and they would be a match for him, at which the thief only laughed, and said "Good morning." That very night he captured one of the Bank officials, bound him, and disguised himself as the unfortunate official, donning his clothes and imitating his facial expression and general appearance to perfection. Under cover of his admirable make-up the thief easily got into the Bank, and came out again with \$1,200 in his pocket, without anyone being the wiser. For was the thief discovered till a few days after when the accounts were made up, and immediately suspicion was turned in the right direction. On an examination of all the Bank employes this suspicion was confirmed. The managers sent to the thief and offered him a present of the \$1,200 he first asked for; if he would return the \$1,200 he stole, and say nothing about the matter, which request the thief generously decided to comply with, and handed back the stolen money on receipt of the promised consideration. Notwithstanding his hedge of secrecy, however, the story leaked out, much to the benefit of the thief; it must be confessed, for now people are more than ever willing to propitiate him, if the sum demanded for that purpose be at all within reason.

MISS GRACIE PLAISTED AT THE CITY HALL.

The "My Sweetheart" Company, under the direction of Mr. Charles Harding and Miss Gracie Plaisted, opened last night for a short season in Hongkong at the Theatre Royal, City Hall, in the so-called American musical comedy from which they take their title. Notwithstanding the fact that the Company only arrived from Singapore on Sunday in the "Glen" liner *Glenary*, which prevented their opening night from being as quietly advertised, there was a large and enthusiastic audience, a substantial compliment to the reputation of the principal *artistes* which was doubtless fully appreciated. The professional reputations of Miss Plaisted and Mr. Harding are too well known to require detailed recapitulation here. Suffice it to say that for years past the versatile talents of the bright little lady from Boston have kept her in the front rank of recognized *operadramas* and as an exponent of opera and opera bouffe, whilst Mr. Harding stands unrivalled as the best dramatic tenor the Australasian colonies have yet known.

"My Sweetheart" is scarcely the line of country in which Miss Plaisted and Mr. Harding are seen at their best. It is described as "a musical comedy," and as having been "the greatest London success" of all of which may be perfectly true, but it is nevertheless nothing more nor less than a *travesty* of "Fun on the Bristol," "The Tramp," and a dozen other *melanges* in which a series of incidents are strung together in more or less haphazard fashion, the real object being to afford opportunities for the "star" actress or actor, as the case may be, to display her or his specialties to the best advantage. When we state that "My Sweetheart" was "piled up" to introduce Miss Minnie Palmer and her famous "Shadow" dance to a metropolitan audience, our theatrical readers who were not present at last night's

performance will readily understand the character of the comedy. Miss Gracie Plaisted, in her line, would be considered an *artiste* of the very highest class in any theatre in the world. She is a charming actress, full of life and vivacity, and possessing a dramatic power that in several instances last night must have considerably astonished even those acquainted with her brilliant reputation. Her voice is a pure soprano of great range and flexibility, and she sings with all the taste of a true artist and the grace of a cultured musician. We do not propose to criticize Miss Plaisted as *Tina* in "My Sweetheart," it is, in truth, a performance that has to be seen in order to be either thoroughly understood or appreciated. Very much the same has to be said regarding Mr. Harding as *Tony Faust*; the character certainly gives him an opportunity of showing that he can act, but his real strength, a magnificent tenor voice which he knows right well how to use, is practically thrown away.

The other members of the Company promise well, so far as can be judged from a single performance, and in characters that can only fairly be described as eccentric impossibilities. Miss J. Lawrence as *Mrs. Flatter*, an adventuress of the old fashioned melodramatic type, gave a sound impersonation of a difficult part, which was only marred by the lady electing to wear a conspicuous wig of a colour that we will not attempt to classify. As the old dame, *Mrs. Hailwell*, Miss Jewel Denele lent little room for unfavorable criticism. If we except her make-up, which was a trifle juvenile, Mr. Harding was aided and dignified as *Dr. Wilson* by Mr. D. C. Smith amusing as *Dudley Harcourt*, an eccentric part never seen anywhere outside American musical comedies, and if Mr. J. Webb's villainy as *Harold Barlett* was somewhat pronounced, he gave evidence of being a more than useful actor. A good word must also be said for "The Old Sport" of Mr. L'Estrange; in what direction the sporting proclivities of that bibulous-looking party tended is difficult to imagine, but Mr. L'Estrange, if a trifle amateurish, gave a very amusing character sketch. The comedy, which was capriciously staged, and although the orchestra sounded owing doubtless to want of rehearsal, was not altogether faultless, the performance passed off without a hitch, and was received with frequent applause.

To-night "My Sweetheart" will be repeated, when a large audience may be expected to witness one of the most enjoyable entertainments produced in this colony for many months past, and the success of which is almost entirely due to that modern little wonder, Gracie Plaisted.

## PLOT TO ASSASSINATE THE KING OF KOREA.







## Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRIN, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

HOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PESHAWUR," Capt. W. A. Wheeler, with Her Majesty's Mail, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL, on THURSDAY, the 2nd October, at NOON.

Cargo will be received on board until 4 P.M.

Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route to Bombay.

Tea will be sent either by Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 24th September, 1890.

OCCIDENTAL AND ORIENTAL STEAM-SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"OCEANIC" will be despatched from San Francisco, via Yokohama, on THURSDAY, the 5th October, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be received at address in full and same will be marked to the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco, \$225.00

To San Francisco and return, 393.75

available for 6 months, 325.00

To Liverpool, 325.00

To London, 330.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 16th September, 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched from SAN FRANCISCO, via YOKOHAMA on TUESDAY, the 21st October, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco, \$225.00

To San Francisco and return, 393.75

available for 6 months, 325.00

To Liverpool, 325.00

To London, 330.00

To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day.

All Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 26th September, 1890.

## Mails.

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(Subject to Alteration).

PARTHIA..... SATURDAY..... Oct. 11th.

SUSSEX..... FRIDAY..... Oct. 11th.

BATAVIA..... SATURDAY..... Nov. 14th.

ABYSSINIA..... THURSDAY..... Dec. 4th.

PARTHIA..... THURSDAY..... Dec. 25th.

BATAVIA..... SUNDAY..... Jan. 25th.

THE Steamship

"PARTHIA" Captain J. Pantou, sailing at NOON, on SATURDAY, the 11th October, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria.....\$210.00

To Port Townsend, Seattle, Tacoma.....\$213.00

To Portland, Oregon.....\$220.00

To Winnipeg, Minneapolis, St. Paul.....\$250.00

To Chicago, Kansas City, Milwaukee.....\$275.00

To St. Louis, Detroit, Cincinnati.....\$290.00

To Hamilton, Kingston, London (Ont.).....\$290.00

Ottawa, Albany, Montreal, New York, Baltimore, Philadelphia and Washington.....\$290.00

To Quebec, Boston, Portland (Maine).....\$295.00

To Halifax, St. Johns.....\$305.00

To Liverpool.....\$325.00

To London, via Liverpool.....\$330.00

To Paris and Bremen.....\$345.00

To Havre and Hamburg.....\$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.

—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for—

6 months at 25 per cent. off Return Fare.

50 per cent. " " " " " "

(Time is reckoned from the date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European points will be issued available for 12 months at double fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports must be in quadruplicate; and one copy should be sent forward by the steamer to the office of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 29th September, 1890.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 26th day of October, 1890, at 10 A.M., the Company's Steamship "NECKAR," Captain H. Supper, with MAIL, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 P.M. Specie and Parcels until 3 P.M., on 23rd September, (Parcels are not to be sent on Board; they must be left at the Agency's Office).

Contents and Value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 29th September, 1890.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES OF CARGO per Steamship "JAPAN"

are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 4th prox. will be subject to rent. No Fire Insurance has been effected.

Consignees are also hereby informed, that all claims must be made before the departure of the steamer, otherwise they will not be entertained.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 27th September, 1890.

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ABYSSINIA," FROM VANCOUVER, YOKOHAMA, AND NAGASAKI.

THE above steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co., Agents.

Hongkong, 24th September, 1890.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Oceanic	San Francisco	October 1st	O. & O. S. S. Co.
Guthrie	Port Darwin	October 1st	Russell & Co.
Antenor	Singapore	October 2nd	Butterfield & Swire.
Norfolk	Bremen	October 4th	Melchers & Co.
Thibet	Bombay	October 11th	P. & O. S. N. Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Peshawar	P. & O. S. N. Co.	Oct. 2nd, at noon.
London, via Suez Canal	Petroclius	Butterfield & Swire.	Oct. 2nd, at noon.
London, via Suez Canal	Teucer	Butterfield & Swire.	Oct. 6th.
Manzillas, via Saigon, &c.	Hampshire	Atahold, Karberg & Co.	About Oct. 1st.
Bremen and Ports of Call.	Saghalien	Messageries Maritimes.	Oct. 9th, at noon.
Havre, London, &c.	Neckar	Melchers & Co.	Oct. 26th, at 10 A.M.
San Francisco, via Yama	Carmarthenshire	Adamson, Bell & Co.	About Oct. 3rd.
San Francisco, via Yama	Oceanic	O. & O. S. S. Co.	Oct. 9th, at 1 P.M.
Vancouver, E.C., via S., &c.	San Francisco, via Yama	Pacific Mail S. S. Co.	Oct. 21st, at 1 P.M.
Sydney, Melbourne, &c.	Partia	Adamson, Bell & Co.	Oct. 11th, at noon.
Sandakan and Kudat	Guthrie	Russell & Co.	Oct. 6th, at 4 P.M.
Yokohama, via Nag., &c.	Tehran	P. & O. S. N. Co.	Oct. 4th, at noon.
Yokohama, Kobe, &c.	Blagow	Butterfield & Swire.	Oct. 7th, at noon.
Shanghai, Kobe, &c.	Memnon	Butterfield & Swire.	About Oct. 4th.
Shanghai, via Swatow	Verona	P. & O. S. N. Co.	Oct. 3rd, daylight.
Manila, via Amoy	General Worder	Melchers & Co.	About Sept. 30th.
Swatow and Tientsin	Chingwo	Butterfield & Swire.	To-morrow, daylight.
Swatow	Deucalion	Melchers & Co.	Oct. 2nd, at 3 P.M.
	Neckar	Butterfield & Swire.	To-morrow, at 4 P.M.
	Soochow	Russell & Co.	Oct. 4th, at 3 P.M.
	Zafiro	Jardine, Matheson & Co.	To-morrow, at noon.
	Kwongwang	Douglas Lapraik & Co.	
	Formosa		

## Intimations.

## KUHN &amp; CO.,

JAPANESE AND CHINESE FINE ART DEPOT.

21 & 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890.

CARBOLINEUM AVENARIUS, (REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to beams, floors, wainscots, wooden sheds, farmers' and gardeners' implements, carts, posts, fences, stables, gates, bridges, boats, and all timber underground.

Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks.

White ants do not touch wood painted with Carbolineum Avenarius.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities.

Sold in casks of about 450 lbs. net. Price 8s. 6d. per lb.

For further particulars, apply to

SCHLEE & Co., Sole Agents.

No. 16, Stanley Street.

Hongkong, 2nd December, 1889.

Dr. Knorr's

ANTIPYRINE.

(Dose for Adults 15 to 25 grains Troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong, 20th May, 1890.

NOTICE.

JAYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JAYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and Large Orders.

St. ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 20th June, 1888.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME-TABLE.

To take effect from 1st May.

The CARS RUN between St. John's Place and Victoria Gap, as follows:—

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.

10 to 11 A.M. every quarter of an hour.

11 to 12 P.M. every half hour.

12 to 2 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.

12 (NOON) to 2 P.M. every quarter of an hour.

4 to 8 P.M. every quarter of an hour.

9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MADEWEN, TRICKEL & Co., General Managers.

Hongkong, 10th April, 1890.

## For Sale.

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, IRROY'S CHAMPAGNE, CLARET, HOCK, BRANDIES, WHISKIES, MACHINERY, GAS ENGINES, SINGERS' SEWING MACHINES, SCALES, PAINTS, OILS and VARNISH, BICYCLES and TRICYCLES, SODA WATER, MACHINERY, JET'S SANITARY COMPOUNDS, BICYCLE WHEELS for JINRICKSHAWS.

Apply to

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 21st November, 1889.

FOR SALE.

AT THE PEAK.

"THE FALLS" on R. B. L. No. 28.—A well built six-roomed House, at present let on lease for one year.

For full particulars, apply to